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SUPPLEMENT TO
REPORT NO,

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE UNITED STATES CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-

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1. Prior to the spring of 1949 a twin-engine bomber of unknown type designation was built at the aircraft plant. Between the summer of 1948 and the spring of 1949, one plane left the production shops every day, usually about noon. When taking off for test flights of 20 to 30 minutes duration, these aircraft started diagonally across the field, seldom using the runway. Every 10 to 14 days 10 to 12 planes took off from the field at the same time. The planes, which before their departure were parked on the edge of the woods near the hangars, took off at short intervals, assembled over the field and left in the direction of Moscow-East.
2. The production of these twin-engine bombers was discontinued in the spring of 1949.* After that, only jet fighters, one plane, two or three days of every week, would land at the field. After a short stop-over the planes took off again. From this it was inferred that these planes were not built at the aircraft plant. After October 1949 [redacted] [redacted] an increasing number of planes were concentrated on the edge of the woods. The number of these planes could not be determined but as far as could be made out they were of the same type as the arriving jet fighters.

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3. A twin-engine bomber was observed from a distance of about 1,000 meters while parked on the ground. At take-offs and landings it was seen at a distance of about 250 meters and in the air at an altitude of about 75 meters. The engine nacelles projected farther beyond the leading edge than beyond the trailing edge of the wings. The propellers were not quite on the same level as the nose turret. The fuselage was drop-shaped, with the glass-nosed turret projecting almost as far as the leading edge of the wings. The tail turret was also glass. The glassed-in cockpit was mounted on top of the fuselage between the leading and trailing edges of the wings. A ventral gun turret was set in line with the trailing edge of the wings. It was not definitely determined whether the plane was a midwing design; the leading edge had a slight taper, the trailing edge was straight. The wings had a rather thick cross section. The landing gear of some of the planes of this type had dual tires. The under side of the plane was painted light blue, the upper side a dark olive drab. The undersides of the wing tips and the two sides of the fuselage [redacted]. The speed of the planes was estimated [redacted] at 600 to 700 km/ph. The planes were not quite as fast as those with jet engines. **

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4. Jet aircraft were seen from a distance of 200 to 400 meters and in the air at an altitude of about 150 meters. The speed was estimated at 700 to 800 km/ph. ***


* [redacted] comment. The statement that the production of the twin-engine TU-2/6 type bomber was discontinued in mid-1949 and that about 20 aircraft of this type were built per month in early 1949 agrees with available.

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information. There were indications of the production of a new type aircraft as early as 1948. ~~See (Air) MGL-5495.~~

25X1 **  Comment. Since the twin-engine plane was seen from a distance some of the features, as well as the stated speed, may be errors in observation. There is little doubt that the observed aircraft were of a TU-2/6 type. For bomber see sketch 1 in Annex.

25X1 ***  Comment. For jet aircraft, see sketch 2 in Annex. Only meager information is available on the present production of the plant. To date, Plant No 22/23 has been a major aircraft plant for the production of multi-engine planes. Its conversion to the production of jet fighters requires confirmation. The factory field, which is in a loop formed by the Moskva River, can hardly be expanded and therefore is not suitable for high-performance planes. Nevertheless, the production at this plant of a new jet plane of the swept-back category must not be entirely rejected. Such an assumption is supported by the fact that in February 1950 this plant was shown to Mao-Tse-Tung who was accompanied by Khrenichev, Minister of the Soviet Aircraft Industry.

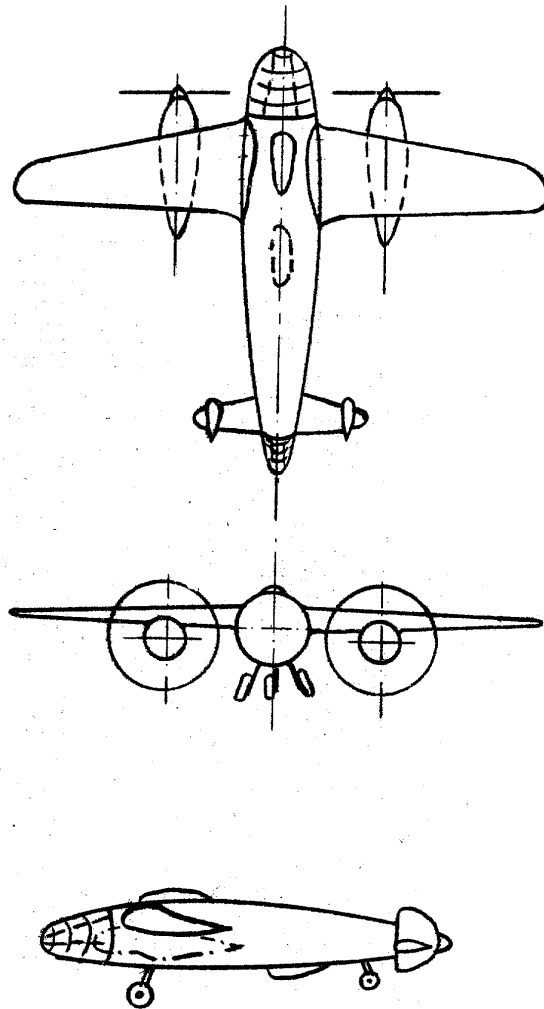
1 Annex: Sketch 1: Three views of the Twin-Engine Bomber Seen in Moscow-Fili

Sketch 2: Jet Fighter Seen in Moscow-Fili.

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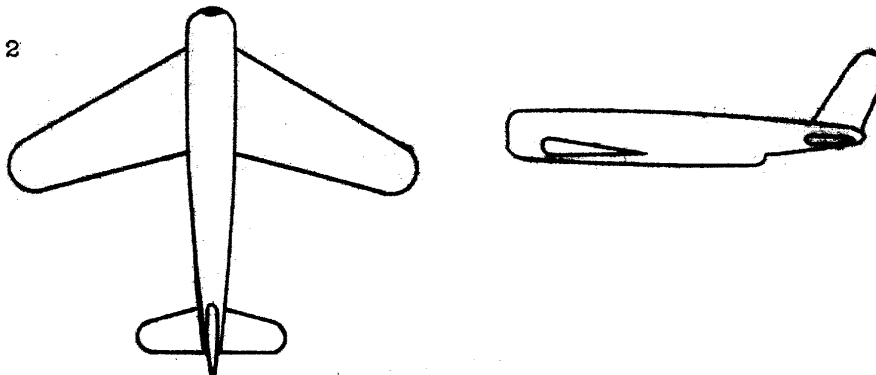
Three Views of the Twin-Engine Bomber Seen in Moscow-File

Sketch 1



Jet Fighter Seen in Moscow-File

Sketch 2



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